SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

Supplement A to Time Table No. 100

FOR THE

SACRAMENTO DIVISION

To Take Effect Friday, December 10, 1915, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Eastward. FROM SAN FRANCISCO TOWARD SAN FRANCISCO Westward.

Length of sidings in cars and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	FIRST CLASS			Distance from San Francisco	SUPPLEMENT A —TO— TIME TABLE No. 100 Effective December 10,1915		Distance from Stirling City	SECOND CLASS			
		602 Passenger	**600** Mixed					**601** Mixed	**603** Passenger		
		Leave Daily Ex. Tuesday and Friday	Leave Tuesday and Friday Only			**STATIONS**		Arrive Tuesday and Friday Only	Arrive Daily Ex. Tuesday and Friday		
Yard YOW		8.00AM	7.30AM	184.2	DNR	**CHICO** 2.4	31.2	s 2.40PM	2.40PM		
No Siding		f 8.10	f 7.40	186.6		**N. E. Crossing** 1.7	28.8	s 2.25	f 2.30		
No Siding		f	f	188.3		BUTTE CREEK 4.3	27.1	f	f		
18		f	f	192.6		CROUCH 4.0	22.8	s	f		
No Siding		f	f	196.6		OAKDALE FARMS 1.6	18.8	f	f		
21 W		s 8.47	s 8.35	198.2	D	PARADISE 5.0	17.2	s 1.27	s 1.55		
12		s 9.05	s 9.10	203.2		MAGALIA 3.0	12.2	s 12.53	s 1.30		
3		s 9.15	s 9.30	206.2		APPLETON 3.8	9.2	s 12.35	s 1.14		
10 Spur W		s 9.32	s 9.48	210.0		DOON 5.4	5.4	s 12.15PM	s 12.53		
Yard Y		s 9.55AM	s 10.15AM	215.4	DR	**STIRLING CITY**	0.0	11.45AM	12.30PM		
		Arrive Daily Ex. Tuesday and Friday	Arrive Tuesday and Friday Only			(31.2)		Leave Tuesday and Friday Only	Leave Daily Ex. Tuesday and Friday		
		(1.55)	(2.45)			……Time over District……		(2.55)	(2.10)		
		16.43	11.45			……Average speed per hour……		10.69	14.40		

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.

Emergency water supply, Stirling City. For main line trains see pages 6 and 7, Time Table No. 100.

ADDITIONAL STOPS ON SIGNAL: Trains Barber on Stirling City branch line in Chico yard.

All trains obtained Clearance Card Form 2643 at Chico and Stirling City while operator on duty.

Derails at west end of Crouch and Paradise Sidings and on Logging Spurs.

Mixed trains will not exceed 15 miles per hour and passenger trains 18 miles per hour between Mile Post 6 and Stirling City; except that between Doon and Mile Post 22, westward mixed trains must not exceed 12 miles per hour.

Westward mixed trains stop 5 minutes at Doon, 10 minutes at Paradise and Crouch for inspection and cooling wheels. Passenger trains stop at Paradise 5 minutes to cool wheels. Retainers will be used on westward trains Stirling City to Butte Creek.

Tonnage of trains between Stirling City and Butte Creek must not exceed 80 MS per operative brake.

J. H. DYER,
Superintendent

J. T. BELL,
Asst. Superintendent

A. E. BROWN,
Trainmaster